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What Lily Did Jesus Mean?

Which One Was It That Surpassed the Glory Of Solomon?

TO what kind of flower did Jesus refer when, in the sermon on the mount, he spoke of the "lilies of the field," which, though they neither toil nor spin, outdid king Solomon in the beauty of their attire?
It has been popularly supposed that the lily of the valley was the one meant. That such was the case, however, seems very unlikely--if only for the reason that this plant does not grow in fields. It is peculiarly an inhabitant of carefully cultivated gardens, producing its little bell-like blossoms in shady corners.

Not a Lily Held Sacred.
Jesus had in mind the calla lily, which, having originated in Ethiopia, was familiarly known in Palestine at the time when the Savior lived. The Egyptians used the roots of the plant, which is very prolific, as a table vegetable. These roots look somewhat like Irish potatoes, and in swamps the calla grows so thickly that the yield of single flooded acres is enormous.

Botanically speaking, however, the calla is not a lily. Tulips are true lilies, and so likewise are the leek, the garlic and the asparagus. But the calla is an "arum," and is related to the pack-in-the-pulpit, as well as to the "elephant's ear" plant commonly grown as an ornamental. One notices that the huge leaf is not unlike that of the elephant's ear.
Lilies have always had sacred associations. Away back in the dim ages of the past, when the pyramids were building, the Egyptian priests chose the lotus (a member of the lily family) as the symbolic flower of their religion. It was regarded as an emblem of the Nile, symbolizing the creation of the world from the waters. In India, Buddha is fabled to have made his entrance into the world seated on a lotus blossom.

Lily Held Sacred.
In Catholic countries the lily is sacred to the Virgin Mary, because it is a symbol of purity. The angels painted by the old masters frequently carry lilies in their hands, and legend tells that when the disciples looked into the tomb of Jesus after the resurrection, they saw that it was filled with lilies.
The lilies that appear in the paintings of Murillo and other old masters are not callas. They are of the familiar Easter lily type, and are easily recognizable as the Madonna, or Annunciation lily--the latter name being given to them because of the belief that the angel of the Annunciation appeared to the Virgin Mary on a certain wonderful occasion with these lilies in his hands.
This kind of lily, sometimes called St. Joseph's lily, was widely cultivated in Europe in early historic times. It

By
Rene Bache

seems to have originated in Palestine, or somewhere about that region, and so many very well have been the flower to which Jesus referred. Under cultivation it grows in fields which at the time of blossoming are a veritable sea of bloom.

Not Modern Easter Lily.
This, however, is not exactly the modern Easter lily. The latter, though nearly related to it, is a different variety, fetched originally from Japan to Bermuda, and known as the Longiflorum or "trumpet lily." In Bermuda, through a horticultural accident, was developed, as what gardeners call "sport," a sub-variety remarkable for early blooming, hardiness, height and the size and large number of its flowers; also for the ease with which it may be forced in hot houses.

In 1875 a woman of Philadelphia, returning from Bermuda, brought with her two plants of this improved stock, and gave them to a florist at the Quaker City, named W. K. Harris, who, perceiving the great value of the variety, proceeded to multiply the bulbs.
He introduced the lily to public notice seven years later, giving a small exhibition of the plants. Other horticulturists were quick to secure specimens for propagation, and today the Lillium Harris, as it is called, holds the market exclusively.

Bermuda the Lily's Home.
Bermuda is the original home of the early worm. It is a small group of volcanic peaks, 700 miles due east from Charleston, S. C., rising high enough from the floor of the sea to project out of the water, the total area of the islands being 24 square miles. While it is still winter in the northern states, and all vegetation north of the line of everlasting summer is locked in the embrace of a temporary death, fields of onions and potatoes are carpeting the Bermudas with a green and luxuriant promise of coming wealth for the farmer, while here and there, even during March, fields of blooming lilies spread a feast for the eye. But, to the grower of the little arbutus, the Easter lily is merely an incidental crop, supplementing the potato and onion. Culture of it is wholly by hand, in pockets of rich soil among the rocks.

In June the Easter lily bulbs are dug in Bermuda, and shipped in wooden boxes to the United States, packed in sawdust or excelsior. They are planted by our florists in pots, and at the proper time, many months later, are brought into the hot houses to be forced for the Easter market.
Hitherto we have been obliged to de-

Headache

"My father has been a sufferer from sick headache for the last twenty-five years and never found any relief until he began taking your Cascarets. Since he has begun taking Cascarets he has never had the headache. They have entirely cured him. Cascarets do what you recommend them to do. I will give you the privilege of using his name."—E. M. Dickson, 1120 Resner St., W. Indianapolis, Ind.

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lines automatic block signal systems with automatic train stops have been installed, and with these safeguards the trains are operated at a speed of 50 miles an hour, with only 30 seconds between them in busy hours. The railroad officials declare that not once has a train got by the combination of signal-and-stop when the order was for a stop. On the Interborough the device has worked many million times.
Another train stopping device that is being experimented with consists of a heavy iron bar suspended over the track. It is of such weight that when it is struck by a lever on top of the engine cab, the bar drops and comes in contact with the wheels of the train. Another device makes use of wireless electricity. A heavily charged wire is placed along the track, and it will transmit enough power by wireless to operate the brakes, turn on a light or ring a bell.
To give the dispatcher direct connection with the engineer, as well as with the station, is the aim of another device, which has been tried at New York. At each signal station there are contact bars arranged so that a shoe on the engine comes into contact with the bar, just as the shoe on an underground trolley car makes contact with the bars in the slot. In the engine cab and in the station there are green and red lights, and by these the dispatcher orders the engineman to proceed or stop.

In addition there is a telephone in the cab by which verbal orders can be given. The success of such a system is said to be questionable in foul weather and under high speed conditions.
Cab Signals.
Cab signals are used in Europe but not in America. In England the Great Western is trying out a cab signal system which is said to work well, all of the errors made being on the side of safety. A wire and a contact shoe furnish the means of operating a whistle and a bell in the cab. While European tests with cab signals and American tests with automatic stops have proved highly successful, the general attitude of railroad signal authorities in the United States is that neither is feasible.

Will Recommend Safety.
Once the interstate commerce commission finds satisfactory appliances, it will recommend to congress that a law be enacted requiring the railroads to equip their service with such appliances. This will be fought to the bitter end, but finally congress will adopt it, then the railroads will fight it out in the courts, and after that will comply with the law as graciously as defeat is able to do. That has been the history of all protective legislation.

When the states tried to enforce automatic coupler laws the railroads claimed that such authority was vested in the federal government, and when the federal government enacted and attempted to enforce such laws the railroads declared it the province of the states to do these things. It is the same way with the airbrake law, the employers' liability law, the hours of labor law and the ash pan law. The latter requires that every locomotive shall be equipped with an ash pan which can be dumped without an employee going under the engine to do it.

Supplant Airbrakes.
Experience has demonstrated that epoch-making was the invention of the airbrake. It is failure to work is sufficiently frequent to justify a search for something better. This search has been successful in at least one instance. The new idea is that the power by which the brakes are controlled shall lie in a number of powerful coil springs. Air pressure is to hold the springs in check so long as the brakes are not used. As soon as it is desired to apply them, the simple release of a valve does the work. The only fault is that no method is offered for holding the brakes off the wheel when a car is being moved by gravity or otherwise switched without connection with the engine.

Commission Hindered.
One of the things that has most seriously hindered the work of the commission in its investigations is the lack of accurate data concerning accidents. The law requires that railroads report all accidents and their causes, but the reports that come in are about as luminous as a black hat on a dark night. The commission hopes to be given the authority to investigate accidents on its own initiative and thus to ascertain real information on the subject.
Some time ago two foreign railroad men visited the United States for the purpose of studying railroad conditions. After traveling about the country they found that only a very small percent of the trains are run on time, and that there are only 50,000 employees working for the safety of travel. They figured out that if the United States had the same proportion of men to look after the safety of its trains that England has, 50,000 it would have 618,000 engaged in making train operation safer.

MONEY PLEDGED FOR THE FAIR

Finance Committee to Start Active Campaign Monday.

Pledges secured toward the \$20,000 subscription fund to guarantee the holding of a fair in El Paso, this fall now amount to \$4,000, according to the statements of A. Schwartz, J. C. McNary and Julius Krakauer. Mr. Schwartz has secured subscriptions for \$2,000; Mr. McNary has pledged for \$1,000 and Mr. Krakauer has secured \$1,000.

J. W. Fisher, the fourth member of the committee, has been out of the city the greater part of the time since his appointment as one of the soliciting committee. He is expected to return in a few days.
C. N. Bassett, general chairman, states that an active soliciting campaign will be commenced Monday. The assessments which will be asked of the various business interests of El Paso were decided upon by the committee, shortly after the meeting of the directors and stockholders of the fair association two weeks ago.

Medicines that aid nature are always most successful. Chamberlain's Cough Remedy acts on this plan. It loosens the cough, relieves the lungs, opens the secretions and aids nature in restoring the system to a healthy condition. Sold by all druggists.

Common Sense Reasoning

DOESN'T IT STAND TO REASON THAT THE COMBINED ADMINISTRATION OF ELECTRICITY, LIGHT, HEAT, VIBRATION, AND THE VARIOUS ANIMAL EXTRACTS, ALL WORKING TOGETHER IN COMPLETE HARMONY IN CONNECTION WITH CAREFULLY PREPARED DRUGS, WILL ACCOMPLISH MORE IN THE CURE OF OBSCURE AND STUBBORN CHRONIC DISEASES THAN EITHER REMEDY ALONE?

ISN'T IT ALSO CONCEDED THAT A PHYSICIAN WHO DEVOTES HIS ENTIRE TIME AND ATTENTION TO THE TREATMENT OF A CERTAIN CLASS OF DISEASES BECOMES MORE PROFICIENT THAN ONE WHO UNDERTAKES TO COVER THE ENTIRE FIELD OF MEDICINE?

THEN FOR THESE REASONS, AND MANY OTHERS EQUALLY AS IMPORTANT, WHY NOT CONSULT SPECIALISTS OF RECOGNIZED ABILITY IN THE BEGINNING AND SAVE YOURSELF YEARS OF SUFFERING, AND HUNDREDS OF DOLLARS WHICH YOU ARE SPENDING WITH THOSE WHO TREAT BUT SELDOM EVER CURE? WE DEVOTE OUR ENTIRE TIME AND ATTENTION TO THE TREATMENT OF MEN, WOMEN AND CHILDREN WHO ARE SUFFERING WITH ANY CHRONIC, OBSCURE, STUBBORN MALADY, AND WE ESPECIALLY WISH TO SEE THOSE WHO HAVE FAILED TO OBTAIN RELIEF FROM THE OLD, OBSOLETE DRUG METHODS OF TREATMENT.

IT WILL COST YOU NOTHING, NEITHER WILL IT OBLIGATE YOU IN ANY WAY TO CONSULT US. WE WILL MAKE A THOROUGH EXAMINATION, AN EXAMINATION THAT WILL REVEAL YOUR TRUE CONDITION, WITHOUT A KNOWLEDGE OF WHICH YOU ARE GROING IN THE DARK, AND WITHOUT A THOROUGH UNDERSTANDING OF WHICH NO PHYSICIAN SHOULD TREAT YOU.

IF WE FIND YOUR TROUBLE INCURABLE WE WILL TELL YOU SO. AS IT IS OUR INVARIABLE RULE NEVER TO ACCEPT FOR A CURE AN INCURABLE COMPLAINT, IF YOU ARE SKEPTICAL, WE INSIST THAT YOU INVESTIGATE US, OUR METHODS OF TREATMENT AND OUR PLAN OF DOING BUSINESS.

CALL FOR FREE EXAMINATION, AND IF YOU ARE CONVINCED THAT OUR MODERN, SCIENTIFIC METHODS OF TREATMENT ARE ALL WE CLAIM, THEN WE WILL MAKE YOU A REASONABLE CHARGE AND ALLOW YOU TO MAKE THE TERMS TO SUIT YOUR CONVENIENCE.

WE TREAT SUCCESSFULLY THE FOLLOWING DISEASES: CATARRH, BLOOD POISON, NERVOUS DEBILITY, EPILEPSY, STRICTURE, GLEET, VARIOCELE, HYDROCELE, CYSTITIS, ENLARGED PROSTATE RUPTURE, RECTAL AND ALL PRIVATE DISEASES AND WEAKNESSES AND THEIR COMPLICATIONS.



A CORNER IN ONE OF OUR OPERATING ROOMS.
(From Photograph.)

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AMERICANS AS PROCRASTINATORS

While We Are Crying "The Time Is Not Ripe," 600,000 Die Each Year in the United States--The Need For a National Department of Health.

(By Paul Kennedy.)

The time is not ripe--that is it! From the putting on of summer underwear, to the taking off of tariff taxes--from votes for negroes and women, to putting on industry the burden of industrial accidents--always the same old cry--the time is not ripe. Walt! Have patience! God is in his heaven! Laissez faire--the time is not ripe.
And so the time is not ripe for a department of health, and while the time is getting ripe, death stalks abroad, putting off a few hundred thousand here, a few hundred there, while those of us overlooked stand calmly by. We demand that each year in these United States over 600,000 of our fellows are sacrificed to ignorance and apathy.

Sewers go on emptying into city water supplies; merchants stop the trout from coming out and let the plague get into California; tenements are built to fill tuberculosis hospitals; and if it is demanded that the mighty hand of the national government be stretched to help the time is not ripe. The spirit of the thing has got into the very marrow of our bones. We have come to accept it as a sufficient answer, this--that the time is not ripe. And we pride ourselves on the wisdom of the serpent, we put on the wisdom of the dove. With dignity, step by step, we will accomplish this reform. But death, at least, is a radical, and when he sees his goal rushes straight on, with no thinking between, before he stops but once.

So, when Senator Owen introduces into the senate of the United States the first real adequate bill for the conservation of our national health--a bill for the establishment of a department of health under a secretary who shall be clothed with the prestige and the authority of membership in the president's cabinet--when such a bill is presented to con-

TESTS MADE WITH AUTOMATIC BLOCK SYSTEMS TO PREVENT WRECKS

Northern Pacific Is Now Dispatching Trains Between Stations Only--Other Precautionary Measures.

(By Frederic J. Haskin.)

THE meeting in Chicago of the various railroad associations, dealing with matters looking to the safety of American railway travel, was full of interest in view of the investigations on the same subject now being made by the interstate commerce commission. This body, through its block signal and train control board, is making some studies which promise to give a revolution in the art of preventing accidents in transportation.

Although there is only one passenger killed out of every 2,600,000 who travel, in the aggregate there were 235 killed last year and 12,116 wounded. Add to this the 2456 railroad employees who were killed and the 51,894 who were wounded, and the result is a list of killed and maimed almost as large as that of the largest battles of the civil war. Even these figures mark a falling off as compared with previous years.

Railroads Fighting Wrecks.
In the office of secretary Mosley of the interstate commerce commission, there hangs a chart which graphically portrays the vast protection that has been thrown around railroad men by the laws of congress. It shows that prior to 1893 the chances of getting killed or injured during a year's time were almost even. Gradually this condition has been improved until now the chances are approximately only one in five. But still there is much to be accomplished, and the railroads are contesting every inch of the ground.

The majority of the companies act as if vested interests were much more sacred than the lives of their employees, and they resist every effort to insure the further safety of passengers and employees. This resistance is based on the fact that such a change would be an exception to this charge, but it is true of the most of them.

System to Prevent Wrecks.
The main thing that is being sought now is a block system that will prevent railroad accidents, especially collisions. The wide publicity that was given to the search at its inception resulted in hundreds of devices being brought to the attention of the commission. But it has been a case of many being called and few chosen.

Out of the 835 devices offered, some 600 have been examined and only 24 were possessed of sufficient merit to warrant the recommendation that further effort be made to perfect them. Of these 24, three are now being tried out, the law having provided that all trials shall be without cost to the government.
The only device that has proved satisfactory as yet is the Roswell-Potter system. This consists of an automatic block system coupled with an automatic stop. The power which actuates the machinery controlling the signals and the stops is derived from the passage of train wheels over a treadle on the track. By a system of levers this winds up a number of heavy coil springs.

Stop Trains Automatically.
The passage of two cars and an engine will wind up the mechanism sufficiently to set the signals and the automatic stop. There was danger that in the passing of the many wheels of a long train, the coils would be wound too tight, and to overcome this an automatic cutout and cutin was installed. When wound up to a certain point the winding mechanism is automatically cut out, the train is allowed to pass, and the degree of looseness is reached, this operation also being automatic.
The automatic stop is so arranged that whenever the signals call for the stopping of a train it must stop. There is a lever reaching up from the track which engages another lever on one of the axles of the tender. When the signals call for a stop this lever is up, and strikes the one on the tender, thus throwing on the air brakes and enforcing the stop.

It would be too technical to enter a full description of the signals, but it remains only to be said that the signals are so arranged that if there is anything wrong with them their position goes to "stop." This of course, is the prime essential of a successful block signal system. An open circuit system, when out of order, would show a clear track, but the closed circuit system, which the Northern Pacific has chosen, as well as of other troubles.

Northern Pacific's System.
The Northern Pacific has now trying out what is known as the A. B. C. method of block system operation. This system the dispatcher never issues an order for the running of a train further than the next station. When it reaches that station it must receive another order before it can proceed.

The Northern Pacific has found that it can move its trains over the road in 20 percent less time with the A. B. C. system than under the old block signal-schedule-dispatcher system. Yet even this new system has its weaknesses.

The theoretical stopping place is at the tower post approaching the system. Two trains coming head on will, theoretically, stop with only the width of the signal post between their pilots. Sometimes the brakes may fail to work. Sometimes the dispatcher confuses his orders as to which train shall take the station siding and which keep the main track. Two collisions resulted in consequence of such confusion, and these accidents led to the adoption of a rule that every train shall stop at the end of the siding it first approaches. If this rule is obeyed there can be no collisions.

Other Devices.
On some of the New York traction

WHEN the stomach is weak, the bowels constipated and the liver inactive, you need the Bitters badly. Delay only causes countless days of misery. Insist on



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